

The Sydney Morning Herald.

PRICE THREEPENCE.—£3 PER ANNUM } VOL. XXVII.

THURSDAY, MARCH 21, 1850.

No. 4007 { CASH TERMS FOR ADVERTISEMENTS }

{ For one inch and under, 4s.; and 1s. for every additional inch for each insertion.

STEAM TO MORETON BAY.
THE STEAM-SHIP
EAGLE,
J. Murphy, commander, will
sail TO-MORROW, (Friday), at 8 P.M.
JAMES PATERSON,
Secretary.
H.R.S.N. Co.'s Wharf. 5198

STEAM TO MELBOURNE AND
LAUNCESTON.

CALLING AT BOMBAY AND COLOMBO, BAY.
THE IRON STEAM-
SHIP
SHAMROCK,
George Gilmore, commander,
will be despatched for the above ports on
MONDAY, (1st April), at 5 P.M.
JAMES PATERSON,
Secretary.
H.R.S.N. Co.'s Wharf. 5199

FOR WOLLONGONG,
THE SCHOONER
MARIA PRUENICE
will leave the Union Wharf for
next, the 23rd instant, at five o'clock p.m. For
freight or passage apply to the master, on
board; or to G. Warriner, Gun Maker, No.
79, King-street West. 5201

PACKET FOR CLARINCE RIVER.

T HE well known
clipper,
PHÆRE,
Alexander Collins, master, is
by request laid on for the above, and has
splendid accommodation for passengers.
Most of her cargo being ready to put on
board, early application is necessary on board;
or to

SHEPPARD AND ALGER,
Packet Office, 470, George-street.

FOR THE CLARINCE RIVER,
A REGULAR TRADE.

T HE well-known schooner
SUSAN,
hourly expected. This vessel
will be kept constantly in the
trade if sufficient support offers.
For freight, &c., apply to
M. CAFFRAY,
Bathurst-street. 5205

FOR MORETON BAY.

T HE regular trader
ANN MARY,
J. Brown, master, being de-
tained at the request of Ship-
men will clear the Customhouse, and sail
on Saturday, wind and weather permitting.
For freight or passage apply to the Captain,
on board, at the Bethel Wharf, Eustine-
street; or to

J. CURTIS,
Bathurst-street,
Or at the Wharf. 5201

FIRST PACKET FOR MELBOURNE.

THE DART, now ready
for sea, sails the first fair
wind, and has room for three pass-
engers.
SHEPPARD AND ALGER,
Packet Office, 470, George-street.

FOR MELBOURNE.

T HE BRIG
CHRISTINA,
Captain Koff, will be des-
patched for the above port on
Wednesday next. For freight or passage
apply to the Captain, on board, at the Flows
Wharf; or, to
SMITHY BROTHERS, AND CO.

FOR GEELONG AND MELBOURNE.
THE SCHOONER
LILLIES,
100 tons burthen, will be
despatched for the above on
the 22nd instant. For freight or passage
apply to

JAMES COOK. 5183

FOR MELBOURNE AND HOBART
TOWN,
UNQUOTE UNFORTUNATELY DEFRAID, WILL RE-
CEIVE CARGO TILL THIS AFTERNOON.

T HE fine fast-sailing new
barque,
FAVOURITE,
John Stanier, Commander.
For freight or passage immediate application
is necessary, on board, at the Flour Company's
Wharf; or,

BUYERS AND LOCHHEAD,
Harrington-street.
TWO LADS WANTED. 4771

FOR HOBART TOWN.
(HOURLY EXPRESSED).

T HE well-known packet
brig,
H. M. M. A.,
170 tons, R. F. Pockley,
commander.
This vessel will have her cargo ready to go
on board immediately her inward cargo is dis-
charged. For freight or passage early applica-
tion is necessary. She will sail in all days
after arrival. Her cabin accommodations are
excellent. And everything that can contribute to the
comfort of passengers will be found on board.
There is a separate cabin for
ladies. Apply to

JOHN MACNAMARA,
Queen-street.

FOR HOBART TOWN.
THE fine fast-sailing A1
brig,
LADY OF THE LAKE,
500 tons burthen, will pos-
itively sail for the above port, via Newcastle,
This Day, Thursday, the 21st instant.

The cabin accommodations of this vessel are
very superior.
Passengers can either leave Sydney on
Thursday by the ship, and have the benefit of
two days at Newcastle, or leave Sydney on
Saturday night by the steamer, and sail on
Sunday morning.

For passage and a few tons of light freight
only early application is necessary to the Com-
mander, on board, at the Circular Wharf; or
to

W. DEAN,
22, Church-hill.

FOR ADRALIE,
T HE fine fast sailing
packet brig
WILD IRISH GIRL,
James Stanes, commander.
This vessel is now daily expected, and having
the greater part of her cargo ready for ship-
ment, will have immediate despatch.

Her cabin accommodations are excellent.
For freight or passage, apply to

JOHN MACNAMARA,
Queen-street.

ONLY AUCKLAND PACKET.

T HE favourite packet
EMMA,
Thomas Hughes, master, 132
tons register, will sail THIS
Day, THURSDAY. Shippers are requested to
complete their shipments at once.

For freight or passage, having superior ac-
commodation, apply on board, at the Circular
Wharf; or to

SHEPPARD AND ALGER,
Packet Office, 470, George-street. 4092

FOR AUCKLAND DIRECT.

T HE fine and re-
markably fast-sailing
Belgian ship
OCEANIE,
421 tons register, G. Radou, Commander, will
sail for Auckland in a few days. For freight
or passage early application is necessary to

HENRY MOORE,
Miller's Point.

February 15. 3108

UNA FOR CALIFORNIA.

A LL Customs' Entries must
be passed immediately
at San Francisco, a few steamer and
intermediate berths in consequence of parties
having forfeited their deposits.

W. H. CAUZAR,
Circular Wharf; or, to

SHEPPARD AND ALGER,
Packet Office, 470, George-street.

NOTICE TO PASSENGERS FOR UNA.

PASSENGERS are re-
quested to send their re-
luggage, legibly directed, on or be-
fore Saturday next, as the ves-
sel will haul away from the wharf noon,
of that day.

4008 SHEPPARD AND ALGER,
Agents.

FOR SAN FRANCISCO DIRECT.

T HE fine A1 ship
CONSTANT,
535 tons register, J. J. Coombes, commander, will
be despatched for the above port on the 3rd
April.

A spacious poop accommoda-
tions, and will carry a few cabin passengers, and has room
for only 25 tons freight.

For particulars apply to the commander, on
board, or to

ARTHUR DEVLIN,
Circular Quay.

FIRST SHIP FOR SAN FRANCISCO,
FOR CABIN PASSENGERS ONLY.

UNDER ENGAGEMENT TO SAIL IN ALL THIS
WEEK.

T HE RAYMOND, AI
12 years, John Hart, com-
mander, having nearly the
whole of her cargo engaged.

For cabin passage only, having splendid accom-
modation, immediate application is necessary,
to the captain, on board; to

SHEPPARD AND ALGER,
Packet Office, 470, George-street;

or to

J. T. ARMITAGE AND CO.,
King-street.

Two horses can be taken, if immediate applica-
tion be made. 3782

SHIP JOHN MUNN, 900 TONS,
FOR SAN FRANCISCO DIRECT.

T HIS ship has room for a
few Passengers and a small
quantity of freight. Apply to
the Captain Pearson, on board, at the
Circular Quay; to

MR. R. M. ROBEY,
George-street; or, to

THORNTON AND CHURCH,
Custom House.

5770 FOR SAN FRANCISCO DIRECT.

T HE fine A1 Barque
CRISHNA,
Captains Spence, will be des-
patched for the above port on a
few days; as she can only take a limited
number of passengers, early application is necessary.

Has room for a few tons of light
freight. For particulars apply to the Captain,
on board; or to

HENRY MOORE. 4318

FOR SAN FRANCISCO DIRECT.

T HE fine A1 Barque
SWALLOW,
435 tons register, James New-
man Steagrove, master, is now taking in cargo,
and will sail direct for San Francisco about the
last proximo.

For cabin passage only, having good poop
accommodation, apply to

HENRY MOORE. 4318

FOR SAN FRANCISCO DIRECT.

T HE fine A1 Barque
CRISHNA,
Captains Spence, will be des-
patched for the above port on a
few days; as she can only take a limited
number of passengers, early application is necessary.

Has room for a few tons of light
freight. For particulars apply to the Captain,
on board; or to

BROWN AND CO.

FOR TAHITI,

T HE fast-sailing Ship
SUMAIRA,
AI, 400 tons register, William Johnson, Commander, lying at
Moore's Wharf, will sail the first week in April. For freight or passage apply to

L. AND S. SPYER,
Lower George-street.

March 16. 4981

TO SHIPPERS OF HORSES FOR
MADRAS AND CALCUTTA.

WILL SAIL THE FIRST WEEK IN APRIL.
T HE fine River
boat Ship
MINERVA,
AI, 860 tons register, George Coleman, Commander, laying at the
Circular Quay.

4778 ON SHIPS OF HORSES FOR
MADRAS AND CALCUTTA.

WILL SAIL THE FIRST CLASS
frigate built
CORNWALL,
872 tons, T. Couch, com-
mander, is now receiving stores at Will's
Wharf, and will meet with despatch.

For freight or passage apply to the Captain,
on board; or to

J. B. METCALFE; or,

SMITH, CAMPBELL, AND CO. 4779

FOR LONDON.

THE fine fast-sailing
ship
ANGRIA,
for thirteen years, now on her first voyage, taking in
dead weight, will sail at the Circular
Quay, and will meet with immediate despatch.
Her accommodations for cabin and steerage
passenger (of which she will take only a
limited number) are of the best description;
and will carry an experienced surgeon. For
light or passage apply to

L. AND S. SPYER;

or to

J. T. ARMITAGE AND CO.

4326

FOR LONDON.
FOR PASSENGERS ONLY.

T HE fast-sailing new AI
Barque
PANAMA,
421 tons register, T. J. Thomas, com-
mander. This vessel can comfortably accom-
modate a few cabin and steerage passengers
at moderate rates, and will sail the 27th instant.
Apply immediately to

GILCHRIST AND ALEXANDER,
700, George-street.

March 15. 4098

FOR LONDON.

FOR LIGHT FREIGHT AND PASSENGERS ONLY.
T HE first-class ship
SUCCESS,
621 tons, G. Radou, Commander, is fast filling up with wood,
and will sail on 20th instant.

Has superior accommodation for passengers,
two cabins disengaged, and carries Surgeon.

For freight or passage apply to the Com-
mander, on board, at Miller's Point Wharf; or

BROWN AND CO.;

or to

LYALL, SCOTT, AND CO.

4008

FOR LONDON.

FOR LIGHT FREIGHT AND PASSENGERS ONLY.
T HE first-class ship
BOSTON,
621 tons, G. Radou, Commander, is fast filling up with wood,
and will sail on 20th instant.

Has superior accommodation for passengers,
two cabins disengaged, and carries Surgeon.

For freight or passage apply to the Com-
mander, on board, at Miller's Point Wharf; or

BROWN AND CO.;

or to

LYALL, SCOTT, AND CO.

4008

FOR LONDON.

FOR LIGHT FREIGHT AND PASSENGERS ONLY.
T HE first-class ship
CAMBRIA,
621 tons, G. Radou, Commander, is fast filling up with wood,
and will sail on 20th instant.

Has superior accommodation for passengers,
two cabins disengaged, and carries Surgeon.

For freight or passage apply to the Com-
mander, on board, at Miller's Point Wharf; or

BROWN AND CO.;

or to

LYALL, SCOTT, AND CO.

4008

FOR LONDON.

FOR LIGHT FREIGHT AND PASSENGERS ONLY.
T HE first-class ship
CAMBRIA,
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and will sail on 20th instant.

Has superior accommodation for passengers,
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For freight or passage apply to the Com-
mander, on board, at Miller's Point Wharf

SHIPPING INTELLIGENCE.

ARRIVALS.

March 29.—Earle, steamer, 150 tons, Captain Murphy, from Moreton Bay the 17th instant. Passengers—Mr. Kellie, Mr. Vignolle, Mrs. McEvilley, Mr. McConnell, Mr. Hodson, Mr. Davidson, Mr. Asher, Mr. and Miss Vickery, Mr. Lawson, Mr. and Miss Hock, Mr. French, Mr. Lewis, Mr. and Mrs. Manning, four children and two servants, Captain Wiseman, and ten in the crew.

March 29.—Emma, American barque, 246 tons, Captain Hussey, from the South Sea Fishery, with 350 barrels sperm oil.

DEPARTURES.

March 29.—H.M.S. Meander, 44 guns, Honorable Henry Kynp, commander, for Hobart Town. Passengers—Miss Roe, Mr. Fitzroy, Alfred Denison, Mr. Bloxham, Lieutenant Lees, Mr. Foster, jun., Captain Wynnard, and Mr. Tafe.

March 29.—Woolwick, barque, 237 tons, Captain Kendall, for the South Sea Fishery, with whaling stores.

CLEARANCE.

March 29.—Planter, American ship, 340 tons, Captain Fisher, for the South Sea Fishery. Passengers—Captain Oliver, Mrs. Oliver and child, and Annakee, a native of the South Sea Islands. Part of original cargo—816 barrels sperm oil.

PROJECTED DEPARTURES.

This Day.—Dart, for Melbourne; William Alfred, for Port Nicholson; and Planter, for the South Sea Fishery.

COASTERS INWARDS.

March 29.—Wave, 12, Jackson, from Shoalhaven, with 17 tons potatoes, 1 bag wheat.

COASTERS OUTWARDS.

March 19.—William the Fourth, steamer, 44, Sullivan, for Wollongong, with sundries; Traveller's Bride, 35, Lethbridge, for Newcastle, in ballast; Bride, 19, Bowden, for the Hawkesbury, with sundries; the Hawkesbury, Lass, 14, Woodbury, for the Hawkesbury, with sundries; Caroline, 29, Craigie, for Morphett, with sundries; Bee, 12, Coulson, for Klaasen, in ballast; Jenny Lind, 33, Melville, for Morphett, with sundries; Thistle, steamer, 127, Ballinall, for Morphett, with sundries; Scotland, steamer, 104, Beale, for Morphett, with sundries.

March 29.—William the Fourth, steamer, 44, Sullivan, for Wollongong; Flora, 16, Grimwood, for Nambucca River, in ballast; Orient, 32, Lawrence, for Broome, with sundries; Ocean Queen, 48, Magee, for the Tweed River, in ballast; Pelican, 48, Motherstone, for the Richmond River, with sundries.

SHIPS' MAIIS.

Mails will close at the Post Office as follows:—

For AUCKLAND.—By the Oceanie, this evening at 6.

For ADELAIDE.—By the Deslandes, this evening at 6.

For LONDON.—By the Bolton, on Saturday evening, at 6.

LOSS OF THE STEAMER PHENIX.

We regret to state that the rumours which have been current in Sydney for some days as to the loss of the steamer Phenix, turn out to be well founded. Our reliable informant states the vessel was lost in Sydney on the 2nd instant, and that she had been captured by the pirates.

THE POSTAGE ON NEWSPAPERS.

WHEN the proposal to place a postage tax on newspapers was first made, we strenuously opposed it on various grounds. We were met with the reply that our opposition was selfish; that we did not look at the measure disinterestedly, that the revenue required the amount to be raised, and that there was no public feeling on the subject. We pointed out that, as in all other cases, the tax must fall upon the "consumer," that is the subscriber, and that it would not make much, if any difference, to the proprietors of newspapers. In making this latter assertion, however, we forgot the effect it would have upon our foreign intelligence. The charge for every file of the *Herald* sent out of the colony is £1 6s. per annum, in addition to the cost of the paper, and when it is recollect that we are obliged to exchange journals with all the neighbouring colonies and India, it will be seen that the amount paid on papers sent, as well as papers received, is a very serious one, and the effect is to discourage, if not prevent, the interchange of newspapers among the colonies, a result we presume which no one will feel to be desirable.

Although, as on almost every other political event there was great apathy when the measure was before the Legislative Council, we believe that three months' experience of the new system has aroused the public, especially in the interior, to its evils. They were unable to appreciate the importance of the question theoretically, but the practical application has made them fully alive to it.

Mr. Broadhurst (with whom was Mr. Fisher) objected to their being used; he said it was only right that the plaintiff should stand or fall by the case he had made in his affidavit, on which the rule nisus was obtained. He ought to have been candid in the first instance.

The proposed affidavits brought forward new facts, which on principle ought not to be allowed to come in answer to the defendant's claim; but, as the plaintiff had given his affidavit, he was obliged to accept it.

Mr. Broadhurst (with whom was Mr. Fisher) said he was unable to work the land, and was driven to shear. One day he was working against her was her deck cargo; she had a large quantity of wool on her quarter deck, and when it was attempted to wear the ship, the wind had such a hold of the wool that it acted like a mien and prevented her head from coming round.

The passengers on board at the time were—Mr. and Mrs. Manning and four children, Mr. Birrell, and ten in the steerage. Provisionally no lives were lost. When he found it impossible to save the ship, Captain Wiseman appears to have acted with both prudence and skill in the manner in which he ran her on shore, and saved his passengers and cargo.

The Phenix is said to have been uninsured, and to have cost £11,000. The principal owners were Mr. E. R. and W. M. Manning, but small shares were, we believe, held by other parties. The engine formerly belonged to the old Sophia Jane.

The loss of this vessel is much to be deplored, not only on account of the owners, but of the colony, for the large and important district of the Clarence will probably be deprived of steam communication with the capital for at least twelve months.

The following has been handed to us as a detail of the unfortunate accident:—

The Phenix left Sydney for the Clarence River, on Wednesday the 2nd instant, bound for Grafton, on her return to Sydney, on Wednesday the 27th; owing to the bad state of the river, she was compelled to remain at Grafton until the 28th, when, with every prospect of a fine run, she crossed the bar at 11 a.m. The weather was fine with a light westerly breeze, but a considerable swell was running.

Shortly after crossing the bar, a sudden and unexpected change took place; the wind shifted to the northward, and all the upper masts and spars were lowered, and the vessel made snug, the nearest point of land being about two miles to the seaward. At noon a strong gale, with a heavy rain, set in, and continued throughout the day, with the wind shifting to the southward, and the vessel was almost uncontrollable.

The next attempt was to bring her head to wind, by setting the mizzenail and letting go the larboard anchor; but this was of little avail, and the vessel had to be run up on the beach, and drawn home by hand; but no sooner was the strain on the cable than it snapped. The starboard anchor was immediately hoisted, and the vessel again got under way, the wind still blowing, preparations having been made for slipping the chain at the proper moment; this also passed. The Phenix, by this time drifting to and fro, was now so far from the land that she could not be seen, and was almost uncontrollable.

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pected sugar plants to come to a bad market. I can speak from experience, that at Rio de Janeiro the young cane is sold in the markets like other articles of the dessert, in large quantities; the flavour is peculiarly soft and delicate, and of an exquisitely rich saccharine, and I am certain would sell here in large quantities for the same purpose.

I think there cannot be much doubt but that it will all the real manufacturers have erected in some form their locality, thus offering a market for the product, but that the settlers of its neighbourhood would soon grow any quantity they could realize a profit upon, for people will grow anything that will pay them, more especially what they can sell upon the spot. The employment its cultivation would afford to all ages in a family, would be one of the strongest inducements, and should be so to those whose duty it is to foster the resources and direct the energies of the colony.

I am, Gentlemen,
Yours etc.,
MERCIAN.

THE CONVICT QUESTION.

To the Editors of the *Sydney Morning Herald*. In the face of a large accession of immigrants continually arriving in the colony, and from quotations from time to time published in the *Herald* from our country correspondents of the cause of labour in the several parts of the country, it would be led to believe that if wages were not attained its minimum, it was fast approaching to an equitable adjustment, as between the employer and the employee. I regret to see of late that there is a move going on to review transportation, and it will follow the many difficulties that will be the result of such an intermission amongst us. I had hoped that the desire for conviction which has recently appeared as a malady in these parts, was confined to this section of the colony; but the infection, I am sorry to say, seems to be spreading. I observe in one of your recent numbers, a letter from Mr. Edward Weston, of Horley, inviting his fellow-colonists to join a memorial to the Secretary of State for the purpose of inducing that functionary to again lend countenance to the intermission of the colony; and as his appeal must be fresh in the minds of our readers I take it for granted that what he has propounded is generally known.

The strength of his appeal is in contrasting our unexampled prosperity in convict days with the great depression under which we are now labouring; but Mr. Weston should recollect that the good times he alludes to are fifteen or twenty years gone by, and the inhabitants confined within a small section of what is now called the colony, and continuing to increase every year into the interior, and new colonies settling around us, and to know no expression of the late Sir George Gipps—“New South Wales was the hive from which all their new pastures were to be supplied with stock” and for a time we found markets in them for the sale of our abundance; but the hive sent out so many swarms, that it overstocked the purchasers, who in time became producers of the same commodities, and eventually competitors. These outlets being closed, the corresponding increase of stock and extension of squatting had produced the results Mr. Weston so much dreads—but after all, it is only what may be expected to follow, and our great enemy is no other than “over-production.” Our graziers have gone on multiplying their sheep and cattle in an hundred fold ratio beyond consumable wants; the great increase causes a constant call for more labour, and if some limit be not come to, it matters not that ten thousand convicts were sent here annually, and their butchers and dieticians would be unable to add to the number complained of.

Supply and demand are well understood terms in commercial matters, if therefore, the demand is not equal to the supply, the result will soon present itself in the word “over-production.”

The two large wool sales which took place in England, in July and September, in last year, gave some proof of such a state of things; the first sale of 42,000 bales went off pretty well, and left no indication that the following sale would be equal to the former; but when the buyers assembled and bid off 44,000 bales for the second series, it became them to examine the pockets. The sale proceeded, and it soon became apparent a fall in price must take place, and so it did, some say of £1 per lb. as compared with the former sale, but my view is, and I think it will be generally borne out, the average reduction was 32 per lb., and this without any political cause or excitement in Europe to have brought about such an indirect result.

I have made every effort to ascertain the quantity of each kind of stock the colonists possessed in the years from 1835 to 1830, as compared with the quantity possessed by them at the end of last year; but with regard to wool I am somewhat better provided. Upon referring to the statistics published by Messrs. Jacob, of London, I find the importation of wool from all parts into the United Kingdom in the year '35, to have been .97,371 Bales. Of this quantity New South Wales had .2,998 Bales
South Wales had .0,005 "

8,003 "

Whereas in the year 1848, just eighteen years afterwards, there was imported into the United Kingdom from all parts 278,595 Bales Of which New South Wales furnished .. 46,612 Bales Van Diemen's Land 16,093 " Phillip and Port Phillip 37,359 " Adelais 8,827 " Swan River and New Zealand 1,056 "

110,949 "

Thus it appears that the increase in the growth of wool in the Australian colonies in eighteen years is 12,578 bales more than was produced by all the importations into England in 1835, and that the quantity of wool imported into London in these parts in 1848 was in excess of the imports in 1835, 102,340 bales. The document from which I have quoted is worth perusing, for whilst it shows our product is considerably on the increase, it does not indicate so remarkable a result in other parts of the world.

The time has arrived when the growers of wool should, in preference to increasing their stocks, improve the quality of their fleece, so much so that they can secure a better income.

For instance, if they could rear a sheep subject to “over-production,” as well as the perpetual want of fresh accessions of labour.

This is the safe cure, for every market in the world over-supplied with the commodities they produce, even the capitalist whom Mr. Weston would invite here to purchase the surplus stock will prove but an augmentation to the difficulties we are suffering under.

Well, if it does not occur to Mr. Weston to occasionally look in the fluid advertisements of Messrs. Lyons, M'Graw, and their auctioneers, with their 30,000 sheep to be sold with right of station, and 6,000 lambs in; again 3000 head of cattle with the same privilege, and all colves six months old; if he did, he must admit this state of things can arise from no other cause than we stated, and even to insure sales these premiums are given to induce some one to purchase. If we had a million of people in the colony and various export articles, these would help to divert attention, and afford a national market for it, but until it is established, as at present exists, we must wait for altered times; notwithstanding a small accession to our numbers of both captives and convicts, Mr. Weston does not fix any particular time when our great prosperity is to be expected.

In the year 1822-3, the Australian Agricultural Company invested largely in the stock, and about the same time Mr. Potter, Macqueen and others, and for the next few years afterwards considerable sums were money by the colony, and the services—these were followed by the introduction of the Bank of Australia, the Union Bank of Australia, the Australian Trust Company, the unfortunate Royal Bank of Australia, and a large addition from individuals lending. I should say in the aggregate, little short of £2,000,000 sterling,

while those golden streams were diffusing through the various channels of colonial wants, matted gilded quietly on—but these loans having become permanent debts, set as a great pressure, and people wonder why this state of things is; to rectify which various schemes are proposed. With some, the introduction of capital—with others, the regeneration of transportation; with others again, equally deliverance, neither of which I can assure them will avail, so long as our pastures are overcrowded with stock, and the interest upon the debts to be yearly provided for.

So much has been said and written in favour and against the resumption of transportation, that the subject is worn threadbare; it is, however, somewhat instructive to notice the varied views of the diff rent aspirants to conviction, as published in their late manifestoes—there is something remarkable in Mr. Weston's position, that he says “we should suffer by the introduction of convicts, and therefore he says we ought to be paid a great price for the sacrifice; he is of opinion that for our common security, if this class of Her Majesty's lieges be landed amongst us, that it will be necessary for two full regiments of 1000 men each to be permanently stationed to keep them in subjection; and that the expense will be so heavy that we can assure them will avail, so long as our pastures are overcrowded with stock, and the interest upon the debts to be yearly provided for.

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The *Sydney Morning Herald* has recorded that recorded by Dr. Price in *Adyarman's & Co.'s Journal*, that “the author did not thrive as they ought to, and that there were several curious marks upon their shoulders; and on his inquiring, a poor wretch admitted that what had driven him to the expedient of bleeding the animals, to boil the blood with nettles for food.” It will hardly be believed that the whole quantity of gold currency in the world, taking it at its usual estimate of 150 millions, would only weigh 1150 tons, and that in a bulb room twenty feet long, twelve feet wide, and ten feet high, would hold all. The total amount of gold in the world is estimated at £2000 a year. In Perth, the scavenging costs £130 per annum, and the manure sells for £1700. A Californian adventurer writing to his friends says, that when he first went to the diggings he was “covered” with them. The river Nile, in its known course of 1250 miles, receives no tributary streams. The eldest son of the King of Naples is about to enter the Spanish regiment, “El Rey,” as a sergeant. The total number of military depositors, in savings banks, on the 31st March, 1848, amounted to 6365. An American newspaper states, that in Florida an acre of land will produce about £2000 value of pine-apples. Political economy is henceforth to be the main branch of general knowledge in France, and a professor appointed to teach it in the public schools in Paris. The three metropolitan gas companies possess twenty-two establishments for manufacturing gas, and their annual consumption of coal is 350,000 tons. There are 830 Poor Law Officers in England, whose salaries amount to more than £500,000 per annum. In the last few weeks the original Bear and Ragged Staff, at Cunliffe, Berks, has been taken down. This is the house mentioned in “Kenilworth,” where the parties were concerned in the trial of Amy Dudley, Countess of Leicester, frequently met and discussed topics of interest with her husband, the Bishop of Limerick, and Tuam—Rhode Island has within its limited territory 183 cotton mills, consuming annually 56,000 bales of cotton, and manufacturing annually 70,000,000 yards of cloth. Sidney Smith and others were things which every one emigrates he may please; or, in other words, as many as his empty exchequer will enable him to forward. This extreme servility will no doubt receive due consideration; and it may occur to his Lordship, that, in some degree to hell his differences with the Cape of Good Hope people, he may purchase a cargo of Hottentots from them, and send them to his Lordship's attention: he will look with astonishment at the sum total ofkins passed by these rich men, and then turn to the Bible to discover whether the squatters of old were possessed of such an abundance.

The next petition in order is from the Squatters of the Moreton district, and to the same purpose, with this difference, that if his Lordship will only send them compensation, what emigrates he may please; or, in other words, as many as his empty exchequer will enable him to forward. This extreme servility will no doubt receive due consideration; and it may occur to his Lordship, that, in some degree to hell his differences with the Cape of Good Hope people, he may purchase a cargo of Hottentots from them, and send them to his Lordship's attention: he will look with astonishment at the sum total ofkins passed by these rich men, and then turn to the Bible to discover whether the squatters of old were possessed of such an abundance.

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SALES BY AUCTION.
CONTINUATION OF SALE.

SECOND DAY.

THE ENTIRE STOCK
OF
SUPERIOR NEW FURNITURE,

OLD ESTABLISHED MANUFACTORY OF
MR. JOSEPH SLY, PIT STREET,
MOVED TO THE RIAL HOTEL, FOR CON-
VENIENCE OF SALE,
AND TO BE SOLD WITHOUT ANY RESERVE,
TO CLEAR THE PREMISES.
In consequence of Mr. Sly requiring the land
(now occupied by his Manufactory), for
building purposes.

MR. GEORGE A. LLOYD
Has received instructions from Mr. Joseph Sly,
to offer an unreserved sale by auction, in
the Saloon of the Royal Hotel.

THIS DAY, THURSDAY, MARCH 21.

At eleven o'clock,
THE whole of his extensive, well as-
sorted, and valuable STOCK IN-
TRADE of
HOUSEHOLD FURNITURE AND CABINET WARE,
Consisting of—

314 Chairs, all sorts and patterns
45 Tables, various descriptions
60 Washstands ditto
94 Sofas and couches ditto
1 Secretary
2 Bookcases
22 Drawers, various sorts
4 Washboards
2 Cane sets
50 Dressing glasses
Chimney glasses
Mattresses
With many other articles of furniture.
Terms at sale.

The superiority of Mr. Sly's manufacture
having now been established and maintained
for as many years, renders any kind of re-
commendation from the Auctioneer quite
unnecessary.

6217

M R. JAMES SYLVESTER will sell
by auction,

THIS DAY.

At eleven o'clock,
At his Liveried Stable, York-street, opposite
Mr. Entwistle's.

Two well-bred entire Horses, sixteen hands
high each; also several good Horses, broken
in to saddle and harness; and a very superior
four-year-old Gag, with sundry Saddlery.

Mr. S. is in want of a couple of good milking
cows that can be warranted.

Terms at sale.

6171

CHEESE! NO RESERVE

M R. ROBERTS is instructed to sell
by public auction, at the Haymarket

shed, on

FRIDAY, MARCH 22,

At noon;

About two tons of prime Bathurst Cheese;
also a small quantity of superior Bacon, in
ots to suit the trade, as well as private con-
sumers.

Terms—Cash.

6165

BOOTS AND SHOES.

EX LATEST ARRIVALS.

To Shoemakers, Drapers, Stoekeepers,
and others.

MR. R. FAWCETT
Will sell by auction, at his Commercial Sale
Rooms, (48), George-street,
ON FRIDAY NEXT, MARCH 22,

At eleven o'clock precisely,

35 TRUNKS and packages Boots
and Shoes (from the best makers,
James Davies and Son, London), consisting
of—

Ladies' black chamois' boots
Ditto grey ditto
Ditto m/s patent calf slippers, black soles
Ditto ditto enameled ditto
Ditto third ditto
Ditto super fine leather ditto, and sandals
Ditto fine ditto ditto
Ditto second ditto
Ditto common ditto, new-rounds
Ditto double sole leather, ditto black soles
Ditto double sole leather ditto
Ditto classic web morning ditto
Ditto enameled ditto ditto
Ditto printed and coloured ditto
Children's coloured rose shoes and straps, 2 to 5
Ditto enameled seal and calf ditto, 2 to 9
Ditto black ditto, 2 to 9
Ditto black lasting and cashmere boots, 2 to 9
Ditto coloured ditto, 2 to 9
Girls' enameled seal shoes and straps, 10
Ditto lasting ditto and sandals, 10 to 13
Ditto Adelante boots, 10 to 13
Gentlemen's Common boots
Ditto Opanian shoes
Ditto walking ditto and ties
Ditto half-dress ditto and pumps
Ditto black cloth boots to button
Ditto buckskin and seal morning slippers
Ditto carpet and rear ditto
Youths' and boys' Opanian shoes, 10 to 13,
and 1 to
Ladies' wooden clogs
Ditto ditto ditto, with toe caps
Ditto French ditto, and straps
Ditto Victoria ditto.

Terms at sale.

4928

20 CRATES FLOWING BLUE
EARTHENWARE,

JUST LANDED, EX PENTYARD PARK.

TO EARTHENWARE DEALERS, STOREKEEPERS,
AND OTHERS.

J OHN G. COHEN will sell by auction,
at his Rooms, 490, George-street, on

FRIDAY NEXT, MARCH 22,

At 11 o'clock precisely,

Four crates flowing blue and mulberry dinner,
pie, and cheese plates

One ditto dishes to match, 10 to 18 inches

One ditto vegetable dishes, 10 inches

Two ditto flowing blue chamber sets

Two ditto ditto jugs, 3 in set

Four ditto ditto breakfast cups and

sauers

Two ditto ditto plates, butter bowls,

green, teapots, &c., to match

Two casks China ornaments.

Terms at sale.

6141

ASSORTMENT OF SUPERIOR TABLE, POCKET,
AND GENERAL CUTLERY, BRITISH PLATE,
ASSORTED BRUSHERS, COMBS, &c.

JUST LANDED, EX PENTYARD PARK.

MR. EDWARD SALAMON will sell
by auction, at his rooms, George-

street,

ON MONDAY, MARCH 25,

At 11 o'clock,

Six packages assorted cutlery, consisting of—

Best Ivory Waterloo balance-handled table

knives and forks in sets

Best Ivory Waterloo balance-handled table

knives and forks, and knives only

White bone and black handled table

knives and forks

Guard carvers and steels

Farmers' knives and cleavers

Boneknives, butchers' pruners, and sheep foot

Pocket and penknives, and scissars, of superior

quality and of various descriptions

Steel snuffers, assorterd patterns

British plate spoons, forks, &c.

Brass tinsel boxes, with flints and steels com-

Dressing combs, assorterd sizes

Shoe, horse, and shaving brushes

Beacon heads

Gumy combs, 7 and 8 bar, &c.

The above articles are well worthy the
attention of the trade and dealers generally,
being of a superior description and having been
especially selected for a small trade in the

colony.

Terms at sale.

6230

Terms at sale.

6087

ELEGANT HOUSEHOLD FURNITURE, BRILLIANT
TONED ROSEWOOD CABINET PIANO, CHINA,
GLASSWARE, SILVER PLATE, SUPERIOR
PLATED ARTICLES, CARRIAGE, HORSE,
FOOT HORSE HARNESS, COWS, WIFES, &c.

MR. EDWARD SALAMON
Has received instructions from S. K. Salting,
Esq., to sell by auction, at his residence,
Woolloomooloo.

ON FRIDAY, MARCH 22,
At 11 o'clock,
In consequence of that Gentleman's departure
for Europe.

ALL the elegant Household Furniture
and Effects, consisting of—
Rosewood locs, sofa, and card tables
Balloon back chairs, Tapestry and Canterbury
chairs, Brussels carpets, rug windows,
hangings, &c.

BRILLIANT TONED CABINET PIANO, BY
WOLFF & CO., 62, CLOVEY STREETS, IN ELEGANTLY
CARVED ROSEWOOD CASE

10 ft. square sideboard, mahogany and
lacquered chairs, dumb waiter, hall
chairs, table lamp, &c.

HANDSOCK THREE ARGENT BRONZE ORNAMENTS,
consisting of—
Dish covers, cover dishes, with warmers,
spoons, branches, cruse frames, candle-
sticks, waiters, wine coolers, &c.

SPLENDID PLATED ARTICLES, consisting of—
Dish covers, cover dishes, with warmers,
spoons, branches, cruse frames, candle-
sticks, waiters, wine coolers, &c.

A MOST ELEGANT BUFF AND GOLD CHINA DINNER
service, and crimson and gold dessert service

Sundry china, glass, and crockery ware

Many four-post and iron bedsteads, horse-
hair mattresses, bedding, &c.

Handsome and commodious winged wardrobe,
chests drawers, &c.

Washstands and furniture, dressing tables, and
toilet glasses

Handsome English-built chair, in first-rate
condition

Phaeton, four-horse and gig harness, saddles,
bridles, &c.

Five bay horses, accustomed to double and
single harness

Two superior cows

Half dozen choice wines

Kitchen furniture and utensils

And numerous other effects, as per catalogue
to be obtained at the office of the auctioneer

* * * The carriages, horse, harness, and cows
will be sold at half-past one o'clock.

Terms, cash.

5227

ON ACCOUNT OF WHICH IT MAY CONCERN,
Ex Achilles, M'Keeen, master, from London.

DAMAGED CALICOS, TICKS, FLANNELS,
SCOTCH TWILLS AND COUNTERPANES.

MR. CHARLES NEWTON

Will sell by auction, at his Rooms,

THIS DAY, THURSDAY, MARCH 21,

At half-past 10 o'clock precisely.

The undamaged Goods, damaged by
water.

RAILWAY

RAILWAY